MEETING SUMMARY

The second SR 3 Route Development Plan stakeholder meeting was held April 13, 2004, 6:00 PM at the Kitsap Memorial State Park Log Hall.

ATTENDEES

Name	Representing
Scott Murphy	Kitsap County Public Works
Lyn Damschen	Edgewater Beach Community Club
Ed Johanson	Kitsap Memorial State Park
Timothy Witten	Squeaky Wheels Bike Club
Jeff Cowan	Poulsbo Fire Department
Kathleen McMullen	Puget Sound Regional Council
Lee Derror	West Sounders Cycle Club
Mark Philiposian	Citizen
Heather Philiposian	Citizen
Tom Washington	WSDOT Urban Planning Office, Puget Sound Regional Council
Eric Hembury	WSDOT Olympic Region Maintenance
Karol Jones	City of Poulsbo
Janice Angell	Citizen
Ed Angell	Citizen
Mary Bowen	Representative Phil Rockefeller
Hilary Renfer	Foxbridge Bed and Breakfast
Jeff Lenzen	4-Corners Chevron

STUDY TEAM

Lynn Hakes	Project Manager, WSDOT
Vicki Steigner	WSDOT
John Donahue	WSDOT

SUMMARY

INTRODUCTION

The second SR 3 Route Development Plan stakeholder committee meeting was held on April 13, 2004, at 6:00 PM in the Kitsap Memorial State Park Log Hall. Lynn Hakes began the meeting with stakeholders introductions. Stakeholder notebooks were available, and included a summary of the first meeting, agenda and handout materials for the second meeting, and a complete compilation of the route “likes” and “dislikes” as recorded from the first public meeting.

There was a brief discussion about the first public meeting that was held March 24th. It was attended by approximately 120 people. Several of the stakeholder committee members had attended the public meeting, and shared their observations. They reported there was a lot of energy and emotion at the meeting, as well as a wide range of opinion about the route and its future development.

Although the primary goal of the first public meeting was to explain the route development plan process and gather a comprehensive listing of the "likes" and "dislikes" of the route users, some of those in attendance had jumped ahead to brainstorming solutions for future development. One of those solutions was a by-pass route that extends from SR 305 and SR 307 to the Hood Canal Bridge. Lynn said that she would gather more information about such a proposal for discussion during the next stakeholder committee meeting when one of the topics will be brainstorming solutions for the route.

WORK GROUPS

One of the stakeholders' tasks for the evening was to develop a vision statement for SR 3. Vicki Steigner lead the activity, and began by explaining the vision statement's role in the "big picture" for the route, and how vision, goals and criteria for evaluating solutions are linked.

The committee worked in small groups to develop draft vision statements, which were then compared for commonality of themes from which to craft a final version. There was a discussion about key words and phrases, balancing the interests of the local residents and those traveling through the area including freight, the importance of the natural, scenic character of the area and its contribution to a county life-style, and adopting a multi-modal approach to the corridor that would accommodate bicycles, walking, transit, etc.

After much discussion, the group approved a draft vision statement for the study segment of SR 3. It is, "A safe, efficient, multi-modal transportation system that, through the use of innovative design solutions, balances local and regional needs which retains scenic qualities." This statement will be reviewed and adopted at the next stakeholders committee meeting.

ACCIDENT DATA FOLLOW-UP

In response to the interest expressed during the last stakeholder committee meeting regarding accidents and their causes, Vicki presented some additional information. One chart depicted the number of driveways (private, commercial and minor streets) per mile per highway segment. This graph was compared to the graph showing the total number of accidents per segment to determine if there is a correlation between density of driveways and the locations of the accidents. With the exception of the highway segment between Sunset and SR 104, where the number of driveways is most dense, there did not appear to be a correlation.

View driveway density graph

Another chart depicted the types of vehicles involved in accidents along the route. The chart demonstrated that trucks are not involved in an inordinately high number of accidents. Of all accidents, 1% involve motorcycles, 8% involve trucks, 42% involve pick-up trucks and other similarly sized vehicles, and 49% involve passenger cars. Preliminary data indicates that trucks comprise about 10% of the traffic on the route.

View types of vehicles chart

A third graph showed a comparison of the number of accidents and number of vehicles per hour during each hour of the day. This graph shows that a much greater than average number of accidents occur during the hours between noon and 4:00 PM, peaking at 3:00 PM. This might suggest that it is the local resident running errands who is most at risk of being involved in an accident. Surprisingly, the morning and afternoon commute times were shown to be the safest times to travel, especially the morning hours between 6:00 and 10:00 AM, when the number of accidents per hour is much below average and the number of vehicles per hour climbs to its morning peak.

View number of vehicles/hour of day graph

A fourth graph focused on the human element of contributing factors in accidents along the route. These factors, or causes, are:

- Exceeding reasonable safe speed
- Did not grant right of way
- Following too closely
- Inattention
- Apparently asleep
- Under the influence of alcohol
- Others such as improper turn, improper passing, failing to signal, improper backing, etc.

The two factors contributing to the most accidents are “exceeding reasonable safe speed” and “did not grant right of way.” The other factors were contributors to accidents in much smaller numbers. “Exceeding reasonable safe speed” and “failure to grant right of way” may be functions of a congested highway. Congestion may contribute to a feeling of needing to hurry, and when gaps in the traffic are few, drivers may be tempted to take risks to squeeze in or make their turns. These two factors may be minimized through solutions improving mobility. It is unlikely that highway design could reduce the number

of accidents caused by “inattention”, “apparently asleep”, “under the influence of alcohol” and those categorized under “other causes.”

View contributing factors graph

NEXT STEPS

Draft goals and criteria will be developed through e-mail correspondence with stakeholders for adoption at the next meeting. Information regarding maritime law governing the bridge openings, and a chart depicting a comparison of accident severity will also be distributed by e-mail.

The next stakeholder committee meeting will be held on Tuesday, May 25th from 6:00 PM to 8:00 PM. The location is Breidablick Elementary School Library.
Topics for the May 25th stakeholder committee meeting will be:

- Adopt vision statement, goals, and criteria
- Speed limits and how they are set
- Traffic forecast for the year 2030
- By-pass route information
- Brainstorming solutions for route development